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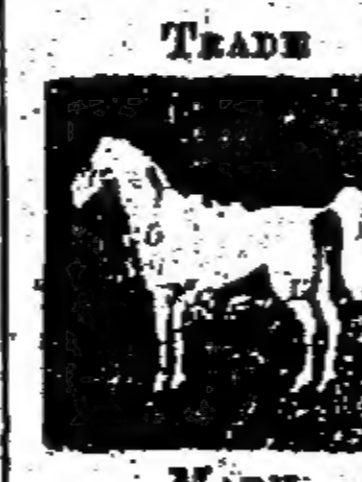
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On October 9th, at Shanghai, the wife of G. H. PHILLIPS, of a son.  
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The Daily Press.

HONGKONG, OCTOBER 16TH, 1907.

WALL STREET, like some other thoroughfares where there are bulls and bears, does not always wait for events before reporting them. The zoological catalogue of these places includes more than bears and bulls; we may mention also the cock-and-bull, and the canard, in connection with the previously mentioned telegram "from Washington to New York," that China had decided to adopt the gold standard. This historical item, whatever effect it may have had on Wall Street, did not concern the Londoners very long. The bankers there treated it as CHARLES LAMB treated a man named in his hearing, but whom he did not know. They did not know, but they "damned it at a venture." According to our last mail advices, the manager of the Hongkong and Shanghai Banking Corporation gave as his opinion that there was nothing in the statement. "Some time ago the Americans sent a deputation to the Chinese with the view of persuading them to adopt the gold standard, but after consideration the latter decided to have nothing to do with it, but to improve their silver standard. Advice of such a change would certainly have reached London were it con-

templated." Quite so, and on the strength of that competent opinion, the Times was quite safe in thinking it "necessary to receive with chastened hope the news that a gold currency is to be introduced." No doubt exists as to the advantages of such a reform. At present China is cursed by a bewildering confusion of coins, and the various provincial mints turn out both silver and copper tokens without much regard for any object beyond that of making a profit. Commerce, of course, suffers by the fluctuations in exchange [it also gains in some cases], and the people are injured by depreciation in the value of the copper cash, produced by the vagaries of the various mints. According to the MACKAY Treaty of 1902, the Chinese Government bound itself to establish a single, uniform coinage. So far there has been much talk of reform. "It remains to be seen," concluded our contemporary, "if there is now to be any real attempt to carry out the pledge given in the Treaty." Out here we do not expect it, yet. We do not even entertain a chastened hope.

Our Chamber of Commerce occasionally mentions its aspirations thitherward, and our GOVERNOR and some of our Legislative Councillors have recently re-echoed the fond tale; but at present we do not attach much more importance to the dream than we do to (say) the inauguration of a public service of flying machines. We note, however, that quite recently our well-informed contemporary at Shanghai has been impressed by its information from Peking, and it goes even so far as to tell us that proposals for a uniform coinage for the Empire are once more being put forward in Peking "with some show of urgency and sincerity," and it would appear that Professor JENKS' scheme, which was rejected two years ago, is now to be studied anew in the light of subsequent developments. The Treasury and the Ministry for Agriculture, Works and Commerce are reported to be moving in the matter, but, adds the N.-C. Daily News, it is by no means clear that they appreciate the difference between amateur recommendations and practical reform. If in no other department of State affairs, at least in the reorganization of the currency, it is essential for China to enlist the best expert advice, which can only be procured from abroad. The moment is opportune, when a stimulus is forthcoming in a considerable shortage in the Central Treasury; for it must be remembered that with the exception of the Government and foreign merchants all interests in China may be reckoned upon to oppose any change in the present chaotic system of finance. If, however, there are to be changes, it is to be hoped that the advantage of adopting standards of measurement and weight as well as of value will be recognized. The principle exists in other countries; in India, for instance, the rupee weighs a  $\frac{1}{2}$  (from which is derived the word "tael"), while the subsidiary coins weigh respectively  $\frac{1}{4}$ ,  $\frac{1}{8}$ , and  $\frac{1}{16}$  of a tael. In Great Britain, the legal weight of a penny is  $\frac{1}{24}$  oz., of a halfpenny  $\frac{1}{48}$  oz., and of a farthing  $\frac{1}{96}$  oz., and the halfpenny is one inch in diameter. A new standard coin for China should not be a tael, which is too big; it might be made to weigh  $\frac{1}{2}$  tael, and to measure a useful standard, say an inch. Such is the advice offered on the strength, apparently, of mere rumours. Even if there had been a Decree specially stating that the undertaking of the MACKAY Treaty is to be carried into effect, the hope of the reform would still have to be of the chastened variety. There have been Decrees on the subject, but plenty of observers remain sceptical as to the likelihood of a constitution for China. The forces of re-action are reported to be still active and strong. The recent missionary Decree approved the principle that treaties with foreigners must be rigorously adhered to, but there has been no hint that the currency reform clause of the MACKAY Treaty was meant to be included. The Chinese Reform party has been repeatedly advised that financial and fiscal reform ought to be in the foreground of their picture, but they do not appear to be convinced of it. It is not improbable that advocacy of the abolition of the present currency chaos, with its numerous opportunities for gambling, dear to the Chinese mercantile heart, would cost them many supporters. We cannot forget CHANG CHUN-CHUN's denunciatory criticism of Professor JENKS' scheme, nor ignore the fact that even that childish criticism was heartily endorsed by the native banking guilds. Also, the fact that foreigners seem particularly keen on this reform must bring it under the suspicion of the growing "China-for-the-Chinese" party. At present our information forbids us to hold out any hope, and the American telegram was clearly a stock-exchange invention.

A special jury has been summoned for the trial of W. H. Adsett on the charge of murder.

The Army Council has approved the adoption of "Wait for the Wagon" as the regimental march of the Army Service Corps.

The Bishop of Hongkong is to arrive by the P. & O. S. S. *Malta* due about the middle of next month. Mr. L. Gay, of the C.Y.C., is on the same company's *Syria*.

At the Police Court yesterday Mr. F. A. Hazeland sentenced a native to six weeks' imprisonment and six hours' stock for being in possession of nine counterfeit coins.

"The Times" protest against the attitude of the majority of the American Press in regard to the Vancouver affair as favourable to the United States' immigration policy and in alleging that Japan will yield to Anglo-American coercion. Great Britain, it adds, is determined to come to a friendly settlement.

A native appeared before Mr. F. A. Hazeland at the Police Court charged with the larceny of \$1182 worth of goods from Messrs. Loxley and Co's godown. The defendant was identified by four coolies whom he engaged to remove the goods, and the case was remanded.

Another simple Chinese woman has fallen a victim to "confidence" men. She agreed to change a quantity of bank notes for them and left more than \$100 worth of jewellery as security. The parcel she carried to the money changer contained, as usual, blank paper, and to the men have not been arrested, but the police have the matter in hand.

A Tokyo telegram to the N.-C. Daily News, dated October 10, says: Aborigines in Northern Formosa have attacked a Japanese camp expedition, cutting the telegraphs and blocking the railway. The fate of the expedition is unknown fifteen miles away, but it is feared that it has been annihilated. The Government General immediately dispatched 300 policemen to the scene.

The "Japan Mail" records the death of Mr. Robert Waddell Borthwick, who, in addition to being an old and popular resident of Yokohama, became famous by reason of his business connections, known all over the Far East, including Hongkong. We note that Mr. and Mrs. E. W. Borthwick are registered as passengers on board the P. & O. S. S. *Syria*, from London (Sep. 25) for Hongkong.

The Glamorganshire chamber of Agriculture has supervised experiments with the rat exterminating preparation of the Ratia Laboratory, of 17 Gracechurch street, E.C., and it certifies successful results. The method of using Ratia is as follows:—Ratia is supplied in air tight tins, and as it contains a microbe (which when ingested by rats sets up an infectious and contagious disease), it must be protected as much as possible against the light, which destroys microbes. The tin when opened was emptied into a clean bowl, half a teaspoonful of milk was added and mixed with the preparation, and then teaspoonfuls of the Ratia were wrapped up in paper and put about the runs of rats. It does not injure other animals.

The new Grain Commissioner of the Fokien Province, Mr. En Jun, recently arrived at Foochow and called upon the Consul. He is a Manchou and was formerly one of the Customs Officers in Peking where he made an excellent record. It was intended that he should go as Grain Commissioner to the province of Chekiang, but it was decided later that this would not do as one of his superior officers was a member of his own family which fact, according to Chinese custom, would make such an arrangement undesirable. [This is a scruple that England does not acquire.] It was decided then that the former Grain Commissioner of Fokien, Mr. Chi Yush, should exchange appointments with Mr. En Jun so that the latter could go to Foochow.

It would seem from a recent account in the New York Times that remarkable progress is being made with the works of the Panama Canal, and that a sum of \$1,600,000 could be utilized with advantage in excess of the actual amount appropriated. According to the latest reports from Colonel Goethals, the monthly expenditure for labour is considerably exceeded in utilizing the force at present on the job to its fullest capacity. It will in fact be cheaper and better to expedite the work. The keynote of the situation is the construction of the huge dam at Gatun, and not, as was originally believed, the excavation of the Culebra cut. Work has already been begun on the preliminaries of the big locks and dams. The locks are to be built of concrete, and the colonel states that if the concrete is to be used next year—and he expects to be ready for it then—the plant for the manufacture of the concrete must be erected this year.

Repairs on the Pacific coast have always been a serious item in underwriters' bills, and they have become worse since the San Francisco disaster sent up the cost of material and labour to a prohibitive level. The news that the principal yard at San Francisco, the Union Ironworks, is to be closed will strengthen the determination of underwriters' not to have repairs done on the Pacific coast if they can possibly avoid it. When the Union Ironworks have been closed there will remain only two comparatively small yards on the west coast, one at Seattle and another at Portland, Oregon. The natural disadvantages of San Francisco have been so great in regard to labour and the transport of materials that the principal building done at the Union Ironworks has been United States warships, for which special allowances were made by Congress in order to keep the Pacific yard occupied.

The second public performance of "Rob Roy" by the Kowloon Dock Amateur Dramatic Club on Monday night was even more successful than its predecessor. Mrs. White took her part of Diana Vernon and gave an excellent rendering. So excellent is the impression created by the amateurs that they have been asked to repeat the performance.

The horrible phrase, "the historicity of the Bible," will be again in every mouth. We do not like it, but we are interested, as all must be in what it conveys. The latest archaeological discovery is vastly attractive. Brugsch Bay, the great Egyptologist, has come upon a monumental inscription, telling how the Nile failed to rise for seven years in succession about 1700 years before the Christian Era, and a long and terrible famine was the consequence. Now, B.C. 1700 is the date recognised as the beginning of the "seven lean years" suffered by the land of Pharaoh after the King had dreamt of them and Joseph had expounded his dream. Nothing in romance—romances understood in the story-books—is so astonishing and thrilling as the confirmation, bit by bit, of the Bible stories through the enterprise of the explorers and excavators and the perseverance of the scholars.

Reports on the Federated Malay States for 1906 were issued last month. The progress of the States continues unchecked, the revenue of the year, after providing for an expenditure of \$3,221,761 on the Johore Railway, showing a surplus of \$5,000,000. Part of this surplus is due to the saving on establishments owing to the rise in the exchange value of the dollar, but there has also been a large expansion of the revenue under almost every head. The high price of tin during the year led to a large increase in the receipts from the duty on that metal, in spite of a falling off in production. With the increasing application of machinery to the lower grade mines the decline in production is not likely to be permanent, and with the continuance of a high level in price there is no cause for alarm as to the future of the tin mining industry.

The Board of Trade has forwarded to the Merchant Service Guild of Liverpool now official instructions to the examiners of masters and mates and superintendents of Mercantile Marine officers, and also notices to candidates for masters' and mates' certificates. These are to the effect that on and after April 1, 1908, all candidates for certificates of competency for masters and mates will be required to show that they possess a knowledge of first aid to the injured. The Board of Trade have arranged with the St. John Ambulance Association and the St. Andrew's Ambulance Association for special facilities to be provided for the instruction of candidates, and proof of the required knowledge must be given by means of a certificate granted by either of these associations. Arrangements have been made whereby the cost of the necessary course of study will not exceed one guinea.

A great deal of misapprehension seems to exist in regard to the fact that Caruso is to receive £500 a night for singing at the Imperial Opera House, Vienna. The amount, though large, is not a record. Mme. Melba, for instance, received as much per night for an American tour some years ago, and when she toured the States last autumn every night on the concert platform made her richer by \$900. Mme. Patti has rivalled and excelled this enormous figure. For sixteen appearances which she made at Covent Garden so long ago as 1870 she received the enormous sum of £9,600, or £600 for each performance, but the eighties found her in America where, as at New Orleans, £1,200 was her nightly fee. It is worth noting that during her long career her voice was insured for as much as £1,000 a performance, but only twice did La Diva find it necessary to draw the money.

The Merchants of Wuchow, Kuangsi recently closed their hongs to business in consequence of the heavy duties on imports and exports passing through their city. This, of course, obstructed trade to a considerable extent and so, when the officials impeded the merchants to reopen their doors, they wanted four things as a condition to the resumption of business:—(1) Goods en route should not be subjected to extra litan and other duties. (2) The resumption of the old way of measurement of goods. (3) more time to be granted for the transport of rice, and (4) the abolition of the sub-stations for the collection of litan. These demands have now been granted by the provincial authorities at Kueilin, and business was at once resumed in Wuchow. A litan official named Chou was also dismissed by order of the Governor to the great joy and contentment of the people of Wuchow.

Few steamship lines send their vessels right round the globe. But the Chargeurs Réunis Company has done it for two years past, and is building five new twin-screw passenger and cargo steamers—three on the Tyne and two at St. Nazaire—to develop its "all round the world" service. The route is from Antwerp and Dunkirk, via the Suez Canal, to Singapore, China, and Japan. Then the boats run across the Pacific to Honolulu, San Francisco, and Puget Sound. Next they turn southward for Mexican, Central American, and West Coast ports. Passing through the Straits of Magellan, the steamers round into the South Atlantic, and after a call at Monte Video, and possibly at Brazilian ports, head for the English Channel. The whole voyage takes some 240 days. That there are people who have the time for it is suggested by the fact that the new boats are 400ft in length, and have plenty of single as well as double berth cabins.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## RAILWAY DISASTER.

LONDON, October 15th.

A train has been wrecked at Shrewsbury. Many passengers were killed.

## GERMAN POLITICS.

LONDON, October 15th.

The Kron Prinz is going to act as Clerk of the Interior for one year.

## FLOODING FATALITIES.

LONDON, October 15th.

Severe floods have occurred in Spain. Many people have been drowned.

## RAILWAY TROUBLES.

LONDON, October 15th.

The Railway Companies refuse to recognise the railway servants union.

[REUTERS' SERVICE.]

## RESULT OF THE DUKE OF YORK'S STAKES.

LONDON, October 13th.

- 1.—Tirara.
- 2.—All Black.
- 3.—Dineford.

Twelve started. The winner won by 4 lengths with 3 lengths between 2nd and 3rd. The betting was 20/1 against Tirara 100/7 against All Black, and 11/4 against Dineford.

## THE EMPEROR OF AUSTRIA.

LONDON, October 13th.

An official statement says that the Emperor Francis Joseph passed a very good night, and that His Majesty's general condition is not unfavourable.

## THE FLOODS IN THE SOUTH OF FRANCE.

LONDON, October 13th.

The floods continue in the south of France and Spain, and many people have been drowned. The railways are interrupted.

## GENERAL SIR JOHN FRENCH IN RUSSIA.

LONDON, October 13th.

General Sir John French lunched at the Mess of the Officers of the Horse Guards yesterday and after visiting the high military officials proceeded to Kieff.

## BAXTER GIRLS' SCHOOL.

"The annual sale of work in aid of the C.M.S. Baxter Girls' School, 'Fairies,' was held yesterday in the City Hall. Thanks to many kind friends there was a fairly extensive collection of fancy goods from home and elsewhere, and the stalls were tastefully displayed on the stalls and as the ladies in charge were very persuasive new owners were found for most of the articles. Needless to say the work made by the girls in the school was much admired and it did not need the initiative of Lady Lugard to stimulate a keen interest in the business of the afternoon. Miss Fletcher, who undertook the necessary arrangements for the bazaar, had a busy time owing to the absence of the head of the school, Miss Johnston, and it is pleasing to know that the results of her labours were very satisfactory. There was no ceremonial opening but Lady Lugard devoted herself to buying rather than to speech making. During the afternoon there was a good attendance.

The stallholders were: Lady Berkeley, Misses Berkeley, Mrs. Bam, Mrs. Peter, Mrs. Slade, Mrs. Bell, Mrs. Danby, Mrs. G. M. Harston, Mrs. Ormiston, Miss McDonald, Mrs. Bateson Wright, Miss Bateson, Mrs. Comble, Mrs. Lewis, Mrs. Looker, Mrs. Brown, Mrs. Atkinson, Mrs. Carter, Miss Carr, Mrs. Tooker, Mrs. Waterworth, Mrs. Scott Harston, Mrs. Beck, Mrs. Bruce Shepherd, Mrs. Wallace, Miss Bird, Mrs. Harding, Mrs. and Miss Chatham, Mrs. Gibbs, Miss D. Shelton Hooper, Mrs. Master, Miss Master Miss Hazeland, refreshment stall, Mrs. Saunders, Mrs. Turner, toy stall Misses May, Misses Hastings, Vere David, Jessie Marchant.

## ANOTHER DARING PIRACY.

Information has reached the Hongkong Police of a piracy committed between here and Macao. The cargo boat named *Mai Wo* left Macao on 30th September for Hongkong with eleven of a crew (including two women and a child) and one passenger. Next morning, however, the wind abated and the boat drifted till the afternoon when a breeze sprang up and the *Mai Wo* was headed for a small island so as to regain her course. On leaving the island on a fresh tack, two fishing boats were sighted, and as about a dozen men were seen on each the crew became apprehensive when they saw the craft making for them. The crew supplemented the sails and the *Mai Wo* sped over the water. No attention was paid to the hail from the fishing boats but a shower of bullets whistled over the boat and then the crew decided to come to a standstill. In a few minutes twenty men armed with rifles sprang aboard, and drove the crew into the hold where they kept them till the 4th inst. when the robbers put the crew of the cargo boat ashore on an uninhabited island. The pirates sailed away, taking the two women and child with them. The cargo boat, which was worth \$14,000, had on board \$840 worth of clothing and jewellery belonging to the crew, and pearls to the value of \$650, the property of the passenger. The hapless crew whose number had been decreased by two (who were probably drowned), remained on the island for two days before they were rescued by a passing fishing boat and taken to Aberdeen. They were afterwards received by friends at Yumai. The matter is engaging the attention of the police.

## SUPREME COURT.

Tuesday, 15th October.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

PREPARING A BALANCE SHEET.

Jose Maria Xavier sued the Union Trading Company of 19 Queen's Road Central and lately trading under the style of H. Cruz and Company for \$50 being amount agreed to be paid to the plaintiff by the defendants for services rendered. Mr. E. J. Grist appeared for the plaintiff and Mr. F. C. Master (of Messrs. Johnson Stokes and Master) for the defendants.

Plaintiff stated he was engaged on August 23rd last to prepare a balance sheet for the defendant, and his fee was to be \$50. After working an hour on the matter, he was stopped, and on the following day Mr. Lau came to his office and explained that the difference between the partners had been adjusted and his services would be no longer required.

In reply to Mr. Master he said that he saw Mr. d'Almada of Messrs. Goldring and Barlow, through whom he was given the engagement. When he went to the defendant firm he saw several partners and looked over the books. He estimated it would take five hours to finish the work.

Mr. d'Almada, articled clerk in the office of Messrs. Goldring and Barlow, deposed that he was authorised by the defendant firm to engage the plaintiff to make out a balance sheet at a fee of \$50. On the following day an arrangement between the parties was arrived at, and the balance sheet was not required.

H. Cruz said he was formerly a partner with Mr. Lau and others. Mr. Lau told witness that he had engaged Mr. Xavier to make out a balance sheet.

Lau Pai, a partner in the defendant firm, said he told Mr. d'Almada that the firm were prepared to pay \$5 to anybody who was competent to prepare a balance sheet. Mr. Xavier was recommended and when he came to the firm's office, and looked at the books he said they were too complicated and he could not accept the offer of \$50, as the work would take two or three weeks, because he could only devote one hour a day to the work. He said it would be worth \$200.

Judgment was given for plaintiff with costs.

## ALLEGED LARCENY OF SUGAR.

Before Mr. F. A. Hazeland at the Police Court yesterday afternoon Cheung Mung-yeo was prosecuted for the larceny of 20 bags of sugar from the Taikeo Sugar Works. Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) prosecuted and Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the defendant.

Mr. Master stated that the defendant was the No. 1 godown keeper in Messrs. Butlerfield and Swire's Taikeo Sugar Works. When sugar was in a fit state it was taken to a packing room in the refinery, packed into bags which were sewn up passed on a sort of revolving slide into the godown, and there stocked. When the sugar arrived at the godown, it was carried by coolies to different sections, according to the marks on the bags, and stocked. When the stocking of any batch was finished a European checked the number of bags with a shroff, and the No. 1 godown keeper, who was also present, signed a book as having received a certain number of bags. On September 28th certain sugar marked 'X' was packed in the packing room in the ordinary way and sent across from the packing room into section No. 5 of the godown. When this was packed Mr. Ruby, one of the Europeans in charge of packing, went into No. 5 section, checked the stock of bags bearing the mark mentioned with the shroff and No. 1 godown keeper, and the defendant signed as having received 371 bags. Carrying coolies were stocking these bags in the ordinary way when the defendant told the No. 1 not to stock them in one heap, but to put 5 in a separate place about nine or ten yards away; he also told him to stock the bags in such a way that neither mark or number would be exposed. Before leaving section 5 that evening the defendant called one of the carrying coolies and asked his assistance to turn over a bag on which the mark and number were showing. About seven o'clock the same night he went to the No. 1 carrying coolie's house and instructed him to procure three outside coolies and be at the godown at ten o'clock to remove some sugar. He also gave the No. 1 \$10. At the hour mentioned the coolies were in attendance and the defendant took them to a stock of 20 bags and told them to remove such bags. Fifteen were placed with other sugar in section 11 and five were removed to section 18 where there were other bags bearing a different mark and number. These 20 bags the defendant also had stocked in such a manner that the marks and numbers could not be seen. No sugar could leave the godown without a delivery order from the office. The defendant had supervision of these orders, and no bags could be removed without his knowledge. Mr. Master was going to prove that fifteen bags had left the godown without a delivery order, while the other five were found in a part of the godown where they had no right to be. Evidence was called, and the case adjourned.

A well-known Scottish architect was travelling in Palestine recently, says the "Daily Chronicle," when news reached him of an addition to his family circle. The happy father immediately provided himself with some water from the Jordan, to carry home for the christening of the infant, and returned to Scotland. On the Sunday appointed for the ceremony he duly presented himself at the church, and sought out the bride, in order to hand over the precious water to his care. He pulled the flask from his pocket, but the bride held up a warning hand, and came nearer to whisper, "No the noo, sir," he said; "no the noo. Maybe after the kirk's oot!"

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on Oct. 15th at the Board Room. The Hon. Dr. J. M. Atkinson (President), presided, and there were also present Hon. Mr. W. Chatham, C.M.G., (Vice-President), Hon. Mr. A. W. Brewin (Registrar-General), Lieut.-Col. Reid, R.A.M.C., Dr. F. Clark, Medical Officer of Health, Dr. H. McFarlane, Assistant Medical Officer of Health, Captain Lyons, Captain Superintendent of Police, Mr. A. Shelton Hooper and Mr. G. A. Woodcock, secretary.

## AN OFFICIAL CHANGE.

The President—Gentlemen, you will see that all your seating is altered to-day at this Board. To explain why this is done, I will read a letter received from the Colonial Secretary concerning the matter—“Sir, I am directed to request you to remind the public officers who are members of the Board that they are and always have been free to vote on any matters that may come before them at the Board as the elected and nominated members of the Board. I am to add that to remove the appearance of an official phalanx on the Board, it is desirable that the ex-officio members should be seated alternately with the nominated and elected members.” As there are four official and six non-official members it is not possible to seat them alternately, but I think, I have arranged things in the most practical way.

## AN ORNAMENT TO THE TOWN.

In moving the granting of an application by Messrs. Jardine Matheson and Company for a modification of the requirements of section 188 of the Public Health and Building Ordinance in respect of the proposed new building, Mr. Hooper said it only referred to a tower which would be an ornament not only to the locality but to the town.

## LIMEWASHING AND CLEANING.

Re the matter of cleaning and limewashing required by bylaw No. 5, the Government returned the Board's recommendation and suggested that limewashing should be done once a year.

The President remarked that if the work were done by contract he thought once a year would be sufficient, but in that case it would be compulsory that it should be done by contract.

Mr. Hooper remarked that he was one of the committee appointed to consider this question, the majority of whom thought limewashing should be done every six months. At the Board the committee's report was adopted and a bylaw formulated and passed to that effect and sent to the Government, as it was necessary under the Ordinance for the confirmation of such resolution by the Legislative Council. The Government had adopted a somewhat unusual course, for instead of it being put directly before the Council the Board are informed that the Government have sent it back for reconsideration, asking members to make the period twelve instead of six months. The speaker's minutes was to the effect that in deference to the view of the Government he was willing to allow it to pass and make the period twelve months. He believed it was open to the officers of the Sanitary Department to call upon the owner of any tenement, if they found his place dirty, to cleanse it at once.

The Secretary—That is so.  
Mr. Hooper—In view of that fact I think we may adopt a twelve months' cleansing system. On the suggestion of the Registrar-General, further consideration of the matter was deferred until the Chinese members were in attendance.

THE MONKOKUTSU HOUSES.  
The reply was read from the Government relative to section 175 of the Public Health and Building Ordinance, 1903, in respect of Nos. 191 to 231 Station Street North, Mongkokkui. The Colonial Secretary's reply read:—“Referring to your letter No. 2769/07 of 6th ult. I am directed to inform you that the Government is now advised that the provisions of section 175 of the Public Health and Building Ordinance 1903 cannot be enforced in respect of the houses Nos. 191—231 Station Street North, Mongkokkui, in view of section 268 of the same Ordinance.

I am at the same time to point out that only buildings which were duly certified under the Public Health Ordinance, 1907, can be regarded as entitled to claim exemption from the provisions of the section.

Mr. Hooper—I wish to know whether paragraph 2 of the Colonial Secretary's letter is the opinion of the Attorney-General? Hon. Mr. HAYES—This is an important question affecting many properties in the Colony. For the guidance of the Sanitary Board, therefore, I consider the opinion of the Attorney-General in full should be laid before you.

Mr. LAU CHU-PAN—Section 268 does not read in the way interpreted in paragraph 2 of the Colonial Secretary's letter. Further information is required on this point. It says, “any ordinance in force at the date of the issue of such certificate etc.” of ordinance, 1907, could not be the only one.

The President said he had communicated with the Government concerning paragraph 2 but had not yet received a reply. He suggested that consideration should be postponed until he did.

## Members agreed.

## THE TANK QUESTION.

The following letter was laid before members:—“Dear Sir—Your notice, number 2302, which you have served on us, dated 21st of this month, has reached us, in which you require that the water tanks in the yard of ground floor of house No. 94, Connaught Road West, should be removed at once. The above mentioned tank has been there since we bought the house and

was put there for the purpose of keeping the water for house services. When the dry weather the water department cuts the water and only allows it to come in a certain house once or twice a day and this cannot supply the use of water to the tenants who live there. So we therefore have to petition to Your Honour that you will be kind enough to allow the above mentioned tank stand in its place for the use of keeping a supply of water to the tenants in the house.”

(Signed) Wing Yee Cheung and Co.

Mr. Hooper thought it would be as well to discuss the matter before the full Board before the Governor was asked to approve of any hard and fast regulations.

Mr. LAU CHU-PAN thought that so long as there was no unnecessary waste of water the water authority could scarcely have any say in the matter.

The Vice-President—I understand that a committee had been appointed to consider the question of water tanks in back yards. The matter is really one which comes under the jurisdiction of the water authority, to whom it was referred some time ago by the Governor-in-Council. I proposed to submit regulations on the following lines:—

1. Special permission of the water authority to be obtained in each case.

2. All cisterns to be of iron and of a capacity not exceeding 100 gallons, and to be provided with covers.

3. The positions of cisterns to be subject to the approval of the water authority.

4. Cisterns to be cleaned at least twice a year and limewashed internally.

I will endeavour to have the matter submitted for approval to the Governor-in-Council at an early date.

Mr. LAU CHU-PAN—These tanks were erected because in former years people could not obtain a sufficient supply from the mains and they had to carry water from outside and store it in these tanks. For cleansing purposes, too, when all the taps are turned on the stream is so weak that people have to wait for some time to get a bucket full of water. That these tanks are under the jurisdiction of the water authority is a different question altogether. In that case no notice should have been served to have these tanks removed as by doing so the Board is encroaching upon the authority of the Water Authority.

Mr. Hooper asked that consideration of this question be allowed to stand over as there were only a small number of members present.

The President—I don't think the Board has anything to do with the regulations.

The Vice-President—This matter only comes under the jurisdiction of the Board when there is an encroachment on open space.

Mr. Hooper—What is the application again?

The President—To retain a tank in a yard, and the Medical Officer minutes that he can see no real necessity for the tank, and recommends its removal. I move that it be removed.

The Vice-President—I second.

Mr. Hooper—The yard has an area of 156 square feet, and if the tank is in a clean condition I don't see why the people should be deprived of water. I am very much in favour of tanks, especially in times of an intermittent supply when in case of fire the water is valuable.

Captain Lyons—Wasn't this matter referred to a committee?

The President—Yes.

Captain Lyons—Then we had better wait for the report.

The President—It's been dealt with.

The Registrar-General—Not yet.

Mr. Hooper—It seems to me the best thing would be to put the Water Authority under the Board (laughter). He would then carry out our policy.

The President—I'm afraid it's not likely the Water Authority will be put under the Board within the next three months (laughter). We had better settle the question. The reason the Medical Officer objects is not because the yard is not large enough, but because of the proximity of the tank to a latrine. There is water laid on to the house, so it is no hardship to call upon them to remove the tank so far as I can see.

The Registrar-General moved an amendment that the application stand over until the Committee's report was received.

Mr. Hooper seconded.

The amendment on being put to the meeting was lost, and the motion was carried on the casting vote of the President.

MORTALITY STATISTICS.

The mortality statistics of the whole Colony for the week ended October 12th, at a death rate per 1000 per annum, was 24.1, and for the following week it was 18.3 against 18 for the corresponding week of last year.

A NEW PAPAL ENCYCLICAL.

The Echo de Paris has received information from Rome according to which an important Papal Encyclical against the “Modernist” movement in the Roman Catholic Church will shortly be issued. In this document the Pope will begin by setting forth the doctrine and tendencies, Biblical, theological, and philosophical, of modernism. He will then, it is said, demonstrate that it is not only the negation of traditional Catholicism but of the principles of Christianity itself, and that it is therefore impossible to declare oneself a Modernist while remaining a Catholic. The Pope sees a decidedly rationalistic character in Modernism, and consequently regards it as one of the greatest dangers that could threaten the Church. The Modernist doctrine, which the Pope will condemn as clearly the negation of the faith, will be condemned as a heresy, and the Pope will call upon the faithful to guard against its influence. The writer adds:—

“I am assured that the forthcoming Papal Encyclical will not have a character of dogmatic intolerance, and will leave the door open to legitimate tendencies and reforms on condition, however, that they are not in opposition to the traditional Catholic doctrine.”

## HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

## A FINE AUTUMN.

London, September 13th.

As we advance into Autumn, according to the calendar, so we are getting a better taste of summer weather in these toasty sunny times. Everybody who can afford it is on the South Coast, or in the country elsewhere, for the glorious days are valued all the more for the fitful season we have been having. I have met this week several at Colonial who are terminating their holiday and returning to the scenes of their active pursuits, and very sick they are at the thought of having such opportunities of seeing the old country at its best, whereas they have had to wander around all the summer in miserable weather.

Writing of returning to far off parts of the world reminds me that I had a chat the other day with the manager of the Sleeping Car Company and he assures me that business by way of the Siberian Railway to the Far East is now quite brisk. He showed me that missionaries, officials and tourists have during the past month or so booked with him in much greater numbers and every train has a full complement of passengers. The war is rapidly being forgotten and the chaos is departing from the railway arrangements.

THE ANGLO-RUSSIAN AGREEMENT.

Though a number of unpractical people in politics and newspaper offices continue to rail against the Anglo-Russian agreement, most people are glad that the Asiatic interests of these two Powers have been adjusted, and the chain of agreements between Russia, France, Japan, and Great Britain augurs well for the maintenance of peace in the Far East. The Opposition papers oddly enough are more enthusiastic about the agreement than the Liberal papers, the advanced organs of the latter party pointing to the internal oppression in the Czar's dominions as a reason why England, the boasted home of free, should not enter into any close alliance. This view is generally repudiated by moderate men on both sides, who regard a step towards peace as a certain bird in the hand and hopes of assisting Russian sufferers as a very hazy bird in the bush. The agreement has no bearing on the internal affairs of Russia and on the whole I fancy when the matter is further criticised in the House it will be found that representative men on both sides will agree that Sir Edward Grey has done excellent service in this matter.

Another criticism is that the agreement has been concluded with too much secrecy. That comes from the Labour party which apparently imagines that delicate foreign affairs can be handled as freely and publicly as a discussion at a Trade Union Congress.

I think there is no doubt, by the way, that Sir Edward Grey has gained a greater hold on the confidence of the people as a whole than he ever had before. Both sides speak in praise of his handling of Imperial affairs, and I am convinced that if Sir Henry Campbell Bannerman relinquishes the Premiership it will be Sir Edward Grey and not Mr. Asquith who will be called upon to undertake the onerous duties of that office.

## OLD AGE PENSIONS.

This labour outcry is as absurd as the claim demand made by the Trade Union Congress at Bath for a general state pension scheme to provide everybody with five shillings a week after they have reached the age of sixty. How to get the money the President said he did not propose to consider—that was the business of the Chancellor of the Exchequer. It has been figured out that it would cost about forty-five millions sterling to run such a scheme, yet that is the sort of talk one gets when the leaders of Democracy arrive in Conference. That old age pensions will come in some form is probable, but surely it is not necessary to make us all rely on our Government to look after us like so many foster puppies. A far better plan has been set out by Lord Avebury, Sir Alfred Lyall and others, on the lines of state aid to persons who have made an effort to aid themselves. In other words the scheme is that the Government should avail itself of the powers already held under the Friendly Societies Act to take over the money derived from contribution of members, and allow on each contribution a fixed rate of interest during the lives of the contributors. This principle it is proposed should be extended to the special purpose of insuring an old age pension. No money is deposited with the Government should be withdrawn except for the actual payment of pensions and the Government would have nothing to do with the solvency of the Society in regard to its other transactions or with its management. The principle might be applied to other bodies like trades unions, whom the Government might recognise as agents. If the Government gave to this money a somewhat higher rate of interest than in the savings banks it would bring the scheme into general popularity, and it could be safeguarded from the attempts of the well-to-do to profit from the increased interest by limiting the amount of contributions strictly. Such a proposal, though backed by these well known sociologists, is not related by the labour men, who demand “a universal non-contributory and non-discriminatory scheme,” so that we will all get something out of “the other fellow.” This idea is apparently founded on the legend of the administration of a South Sea Island, where the inhabitants lived by taking in each other's washing.

## CHINESE LABOUR.

The anti-Asiatic labour agitation along the Pacific coast is much exercising our government here in view of the terms of the Japanese Treaty, which clearly gives the Japanese the right to

travel and reside where they please in the British dominions. Canada saw no harm in that at the time, but since then Japanese and Hindus have been pouring into British Columbia by every boat. The Chinese are not such a source of trouble for the local tax of a hundred dollars has limited their numbers, but the Japanese in the last six months have come through by way of Honolulu in thousands and there are some 14,000 Orientals in and around Vancouver to-day. In the lumber camps and in hotels these workers can find ready employment as well as in the canning factories and the fruit picking industry. They are cheaper than white labour, though even for Asiatics the price has about doubled in the last two years so scarce is labour in busy seasons. Nevertheless the actual trouble that broke out in Vancouver, was the handiwork of some disreputable agitators from the American port of Seattle. Three Irishmen and one Scandinavian formed this sinister band, and they waited till M. Ishii, the Japanese Immigration Commissioner, arrived in the town from San Francisco. Then they started the row as an object lesson for his benefit. As it happened five of the usual Japanese refused to take the matter quietly and armed themselves with broken bottles, with which they put the white mob to flight. Since then they have obtained some arms, and if trouble breaks out again there will be plenty of spilled blood. The fact remains that this great question is a racial one as well as an economic one, and it afflicts America and Canada equally.

While I am on this question I may state that the Danish Government is about to send to the Transvaal a special Commission to study Chinese labour. The Danish Minister of Agriculture, Mr. Ole Hansen, is favourable to a trial of Chinese in Danish agriculture. Owing to the migration of the flower of the Danish workers to America thousands of Poles have of late years been employed on Danish dairy work and other agricultural industries.

In America there is a good deal of cynical amusement over the Vancouver trouble, for it was not long ago that the “Times” and other papers were reproving the United States government for not putting a stop to the hooliganism against Japanese in San Francisco. I hear, however, that when President Roosevelt arrives back in Washington from his summer place at Oyster Bay he will take steps to resume the negotiations, recently suspended, with Japan, with a view to a treaty with that country on the matter of Japanese immigration as well as other things. Mr. Bryce, the British ambassador in Washington, has been working to this end and it is likely that some limitation, say five hundred per annum, will be enforced in relation to the numbers of Japanese allowed to land on the Pacific coast in any year. In the meantime secret service agents in Mexico report that thousands of Japanese have arrived there and apparently are working by some scheme, for though they are located on the railways as workmen, they are smuggled across the frontier into the United States in batches.

When M. Ishii left San Francisco for Canada he admitted in an interview that the lot of the Japanese on the Pacific coast was very good. He had found no cases of poverty among his countrymen, and they have improved physically and mentally by residence in California. He added that he saw no insuperable difficulties in solving this problem of immigration for Japan now had other outlets for her population. Baron Aoki, the Japanese Ambassador in Washington, has another solution for those who are already in America. He advises the Japanese to mingle with Americans and cultivate close relations with the people of their adopted country, by inter-marriage.

MISSIONARIES FOR CHINA.

There was a crowded gathering at Holborn Town Hall on Wednesday night on the occasion of a valedictory meeting to fifty-two missionary workers, thirty of whom are returning to work in China, and twenty-two are going out for the first time. All are connected with the China Inland Mission.

KING CHULALONGKORN.

The King of Siam, after his indisposition has been taking the “cure” at Homburg and has been so pleased with the results that he has consented to the new spring in the Kurpark, which was discovered last year, being named after him. His fifty-fourth birthday comes next Friday and he has arranged to celebrate it by a grand dinner at the Kurhaus, to which all the Siamese envoys have been invited. Over two hundred guests will be present and the Kurpark will be brilliantly illuminated.

GERMAN RIVER STEAMERS FOR CHINA.

A message published here from Berlin to the effect that the German Government has just signed contracts for the construction of seven shallow draft steamers for use on the Chinese rivers. This advance is part of the German aim to make the most of the opportunities particularly on the Yangtze, but I hear that the Min River is also to be the scene of some of the commercial activity. The German consuls at the neighbouring ports are, according to this report, to direct the steamers to the best advantage of German trade.

THE STOCK EXCHANGE.

The future of the Stock Exchange just now is the flotation of numerous new rubber ventures. The rubber boom is on-hot and strong, and this week the dealings in shares have been very heavy. Warnings are however, appearing to investors to go easy and be cautious as to new concerns. Other business is dull, and the device to stir the market are ingenious. Wall Street started a story the other day that China had decided to adopt the gold standard in place of the present silver standard. Mr. Townsend of the Hongkong and Shanghai Banking Corporation soon poured doubts on the report to City interviewers and the report did not do much for the London exchange at all.

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## JAPANESE SIX PER-CENTS.

The redemption last month of the Japanese six per cent loan bonds was discussed as an important financial operation in all the papers. The Daily Graphic says:

Needless to say the arrangements, involving several millions sterling, were all carried through with the skill and consideration for the interests of others which are characteristic of Japanese financial methods. Special interest, moreover, attaches to this transaction as the final retirement of these six per cent bonds is the visible sign of the remarkable progress in the finances of our Eastern allies. The loans of 1904, it should be noted, were created on practically a seven per cent basis, and it is well known that at one time the Japanese Government proposed to issue their loan this year in four per cent, but the state of the international money markets forbade this, and the loan to retire the old sixes had to take the shape of five per cent. However, the improvement in credit even thus indicated should be matter for congratulation to the Japanese nation, particularly as they obtained no indemnity from Russia for the war and increased their National Debt nearly fourfold; and with the course of years it may be expected that a further advance in the table of national credits will be enjoyed by the Imperial Government.”

The Globe says:—“The aggregate amount of the six per cent loans, both of which were issued in 1904, was \$22,000,000, and in order to provide for their repayment, a five per cent loan to the nominal amount of \$23,000,000 was issued in March last. It is difficult to say in the absence of official figures, how much money changed hands on the redemption. Probably, however, the amount is somewhere between five and ten millions sterling. It is certain that the transaction, whatever it may have amounted to, involved no inconvenience for the market. Preparations were made long ago, and the necessary money was in hand. One rather wonders that any of the bonds at all should have remained for payment. Their surrender was certain, and holders might very well have sold some time back and taken advantage of other favourable opportunities for investment which have since presented themselves. An exchange into South Manchurian bonds, or the sterling bonds of the Chinese (Canton-Kowloon) Railway might have been effected, for instance. As both of these issues are yet to be had on reasonable terms, and Oriental securities of much the same class as the Japanese six per cents, their purchase may still be advised. The six per cent holders are of those who like a good return on their capital, and both the issues named offer this. The attacks on Asiatics at Vancouver, organized by professional Irish-American labour agitators, have had no prejudicial effect on either Japanese or Chinese securities dealt in in the English market.”

The Times received the following letter:—Stock Exchange, London, E.C., September 10, 1907.

Sir—On our clerk presenting to-day, at the Yokohama Specie Bank, some 6 per cents bonds for repayment, we were handed a ticket stating that we should only receive cash on the 16th inst., or six days hence.

One of our principals then called upon the manager, but could obtain no redress, his explanation being that according to the advertised terms of repayment the bonds had to be left three clear days for examination, and Saturdays and Sundays being excluded, the principal only becomes payable on Monday, 16th inst.

According to our calculation, one clear day from 12 noon on Tuesday would be 12 noon on Wednesday, and three clear days would expire on Friday; but the manager of the bank refused to reckon in the same way, with the result that his bank, on the Japanese Government, is profiting by three days' interest at the expense of our client.

We venture to hope that you will consider this as a matter to which public attention should be called, and remain, Yours obediently, Brokers.

The point is an interesting one, and obviously depends on the interpretation of the expression “clear days,” comments the Times. On the face of it, it would appear that the Yokohama bank's of it, it would appear that the Yokohama bank's contention is correct, since to-day, on which the bonds are deposited, cannot be counted as a clear day. But there ought not to be any doubt about the meaning of a phrase that is used so constantly.

To which the Daily Press would add that except in the case of some chronic grumblers and ultra-clear experts no such doubt would ever have been hinted. The phrase has been used and clearly understood since ever we knew anything of business. If those “Brokers” had been talking on the Tuesday of closing their place of business for “three clear days,” they could not have thought of re-opening on Friday noon.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 15th at 12.05 p.m.—The barometer has fallen slightly at the stations around the China Sea, and pressure is low apparently to the Southwest of the Faragoes.

The lightest pressure is over China to the North of the Yangtze.

Fresh to strong N.E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

The Japanese returns are not yet on hand. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { N.E. winds, fresh; fair.

Formosa Channel { N.E. winds, strong.

South coast of China between { Same as No. 2

Hongkong and Lamooks { Same as No. 2

South coast of China between { Same as No. 2

Hongkong and Hainan { Same as No. 2

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ROBINSON PIANO  
CO., LTD.TALKING  
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## RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT

## MUSIC:

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1905.

## “WILD SILK”

REPORTED DISCOVERY IN THE TROPICS.

An important discovery has been made by a German resident of New York, who has just finished an exploration of the region surrounding the East African Lakes. Consul Eager Consul of Barmen, writes:—“A wild silk has been found by the traveller which is not only of importance to the silk trade, but will also be of interest to scientists as well. The discoverer of this silk has secured concession from both the English and German Colonial authorities. I am informed that there is every likelihood that the cocoons can be taken in the process, which enhances the value of the silk. Experiments have not yet been concluded. Besides the cocoons, these caterpillars give with each spinning a large quantity of superior material for spun silk or shagpile. The cocoons are enclosed in numbers of from 50 to 800 or more in a thick covering or nest, the material of which consists of pure silk fibre. A valuable fact in regard to this silk is that it can be bleached to a very fine white, which is contrary to other wild silks, among which Tussah silk is the best known. The African lake regions furnish a promising land for silk culture, there being an abundance of the trees, the leaves of which the caterpillar prefers for its food.”

## THE CHINA INLAND MISSION.

A valedictory meeting was held, under the presidency of Mr. Albert Head, at the Holborn Town-hall, on September 10th to bid God-speed to a number of missionaries about to leave for China to take part in the work of the China Inland Mission.

The names of the outgoing missionaries were:—Returning to China, Messrs. J. R. Adam, A. H. Barba, Charles Fairclough, F. A. Gillies, J. H. Hayward, Edward Hunt, F. A. Keller, Graham McKie, Archibald Orr-Ewing, H. Parry, W. Richards, G. E. B. W. and P. Tull, and Mrs. Adam, Mrs. Barba, Miss A. E. M. Carr, Miss E. J. Churcher, Miss A. E. Hunt, Mrs. Gillies, Mrs. Hayward, Mrs. Hunt, Mrs. Keller, Mrs. McKie, Miss E. J. Pugh, Mrs. Parry, Miss G. Bees, Mrs. K. Chardson, Mrs. Row, Miss G. Trudgill, and Mrs. Tull, and going out for the first time, Messrs. R. Cunningham, A. T. Livingston, A. M. C. Miedler, J. Munro, Robert Porter, R. Smith, Arthur Taylor, and Henry Westridge, and Miss M. Barter, Miss M. Bjorklund, Miss F. Brock, Miss C. Cook, Miss E. Howe, Miss A. Howett, Miss H. Leckmann, Miss M. Lloyd, Miss H. Overland, Miss Constance Pracy, Miss Ella Pracy, Miss M. Sharp, and Miss A. E. Sharp. At the time of the inception of the mission, in the year 1865, there were, it is said, only 91 missionaries in China, and these were stationed in 15 cities on the coast line of the six maritime provinces and one station at Hankow, on the Yangtze. Eleven vast interior provinces were without the single Protestant missionary.

The China Inland Mission was formed with the special object of carrying the Gospel to the interior provinces. At the present time the mission has stations and missionaries in 15 provinces. According to a statistical statement it appears that there were in January, 1906, 849 missionaries, 1,282 native helpers, 837 stations and out-stations, 10,078 native communicants, and a total of 21,648 baptised from the beginning of the work.

The Chairman said that there had never been a time when China was more receptive than at present of Western ideas. A special opportunity, therefore, awaited those who were going forth to the mission field.

Speeches were made by some of the missionaries, and the Rev. R. Wright Hay, of Talbot Terrace, gave the closing address.



*(continued)*

## SHIPPING.

## ARRIVALS.

CHOWFA, German str., 1,055, F. Spiesen, 14th October—Bangkok 5th October, General—Butterfield & Swire.

KIUKIANO, British str., 1,228, H. Wavell, 14th October—Shanghai 11th and Swatow 15th October, General—Butterfield & Swire.

KUMSANG, British str., 2,078, E. J. Buller, 15th Oct.—Singapore 9th Oct., General—Jardine, Matheson & Co.

LICHOW, British str., 1,216, Baddley, 15th October—Chefoo 10th October, General—Butterfield & Swire.

NINORO, British str., 1,227, E. Richards, 15th October—Shanghai 11th Oct., General—Butterfield & Swire.

SUNSHI MARU, Japanese str., 1,420, S. Sumemoto, 14th October—Katsun (Japan) 8th October, Coal—Tsunokoshi & Co.

SOMU MARU, Japanese str., 1,119, T. Suzuki, 15th Oct.—Shanghai 11th Oct., General—Osaka Shosen Kaisha.

ZAFIRO, British str., 1,619, A. Fraser, 14th October—Manila 12th October, Hemp—Shewan, Tomes & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, 15th October.

Ara Maru, Japanese str., for Singapore.

Fukushu Maru, Japanese str., for Swatow.

Kiukyo, British str., for Canton.

Kosa Maru, Japanese str., for Meiji.

Luchow, British str., for Canton.

Kansen, German str., for Bangkok.

Yochow, British str., for Shanghai.

## DEPARTURES.

14th October.

CHINA, Austrian str., for Shanghai.

WINGANG, British str., for Hongkong.

15th October.

FAUSANG, British str., for Shanghai.

HAYTAN, British str., for Swatow.

HILLAR, German str., for Chinkiang.

KAGA MARU, Jap. str., for Shanghai.

KAGOSHIMA MARU, Jap. str., for Shanghai.

NERA, French str., for Europe, &c.

NINGPO, British str., for Canton.

PINGSU, British str., for Shanghai.

QUINTA, German str., for Singapore.

SINGAN, British str., for Heliow.

SOLSTAD, Norwegian str., for Newchwang.

SWINLEY, British str., for Durban.

TAISHUN, Chinese str., for Shanghai.

TEAN, British str., for Manila.

WOSANO, British str., for Shanghai.

## SHIPPING REPORTS.

The British str. Kiukyo reports: Strong N. E. wind and clear weather.

The British str. Zafiro reports: Light to moderate N. E. monsoon throughout.

The British str. Luchow reports: Light to fresh S. and S. E. wind, fine and clear weather.

The British str. Kumang reports: Light N. to N. E. wind and moderate N. E. swell to Fuzhou; Port fresh N. E. wind, cloudy and clear with moderate sea.

## VESSELS IN DOCK.

October 15th.

ABERDEEN DOCKS.—Kowloon Docks—Deli, Manban, H.M.S. Iron, Tai On, Triumph, Siam, Empress of India.

COSMOPOLITAN DOCKS.—Hongkong Maru.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

Captain A. J. Robson, will be despatched for the above Ports on FRIDAY, the 18th inst., at 2 P.M.

For Freight or Passage, apply to DOUGLAS, LAFFRAK & Co., General Managers.

Hongkong, 15th October, 1907. 1661



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SINGAPORE & BOMBAY.

THE Company's Steamship.

"ISTOK."

Capt. M. Ticao, will leave for the above Ports on FRIDAY, the 18th inst.

For Freight apply to SANDER, WIELER & Co., Agents.

Hongkong, 5th October, 1907. 1622

JAVA-CHINA-JAPAN LINE.

For BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship.

"TJIKINI."

Captain Koops, will be despatched for the above Ports on or about 22nd October.

For information as to Freight and Passage, apply to the

Head Agent of the JAVA-CHINA-JAPAN LINE, York Buildings, 1st Floor.

Hongkong, 14th October, 1907. 1658

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With option to Call at Mexican and other Coast Ports.

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K. MATSUDA, Manager, York Building.

Hongkong, 12th October, 1907. 10

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h." nearest Hongkong "b." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Water. 2. From Harbour Water to the Kowloon Wharf. 3. From Kowloon Wharf to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	OCEANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON & ANTWERP	MANILA	Brit. str.	—	P. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
MARSEILLES, HAVRE & COPENHAGEN	YARBA	Freest.	—	Sellier	MESSENGER'S MARITIMES	On 23rd inst. at 1 P.M.
HAYRE & HAMBURG via STRAITS, &c.	INDIAN	Dan. str.	—	—	MELCHERS & Co.	On 24th inst.
HAYRE & HAMBURG via STRAITS, &c.	BELOARIVA	Ger. str.	k.w.	Hilshardt	HAMBURG-AMERIKA LINIE	On 18th inst.
HAYRE & HAMBURG via STRAITS, &c.	BELOARIVA	Ger. str.	k.w.	Gierstner	HAMBURG-AMERIKA LINIE	On 26th November.
HAYRE & HAMBURG via STRAITS, &c.	ROBERTSTADT	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 30th inst.
NAPLES, GENOA, ALGIERES, GIBRALTAR &c.	SILEZIA	Ger. str.	k.w.	Ballo	HAMBURG-AMERIKA LINIE	On 11th December.
DUNKERK, BREMEN & HAMBURG &c.	KLEIST	Ger. str.	k.w.	Hud. Meyer	MELCHERS & Co.	On 23rd inst. at Noon.
TRIESTE, &c. via SINGAPORE, &c.	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	On 24th inst.
ODessa	NIJNI NOVGOROD	Rus. str.	—	P. Craglietto	SANDER, WIELER & Co.	About 26th inst. P.M.
NEW YORK via PORTS & BUEZ CANAL	HEADLY	Am. str.	—	—	MELCHERS & Co.	On 18th inst. P.M.
YANCOUVER via SHANGHAI JAPAN, &c.	OCEAN MONARCH	Am. str.	—	—	ARNHOLD, KARBURG & Co.	About 26th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	EMERALD OF INDIA	Brit. str.	2 m.	—	SHEWAN TOMES & Co.	On 2nd November.
CALLAO and IQUIQUE via JAPAN PORTS, &c.	ENTREPRENEUR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS via MANILA	KUMERIC	Am. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 6th Nov. at Noon.
AUSTRALIAN PORTS via PORT DARWIN &c.	KATHARINE PARK	Brit. str.	—	D. Baird	DODWELL & Co., Ltd.	On 25th inst.
AUSTRALIAN PORTS via MANILA	TAITIAN	Brit. str.	1 m.	L. Dawson	TOTO KISEN KAISHA	End of November.
VLADIVOSTOK via SHANGHAI	EMPIRE	Brit. str.	—	Holms	BUTTERFIELD & SWIRE	On 26th inst. at 4 P.M.
Kobe	PRINZ WALDERMAR	Ger. str.	—	W. von Senden	GIRL, LIVINGSTON & Co.	On 26th inst. at Noon.
YOKOHAMA AND KOBE	GULF OF VENICE	Ger. str.	—	—	MELCHERS & Co.	On 7th Nov. at Noon.
JAPAN	THINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	About 30th inst.
TIENSIN	PRINZ WALDERMAR	Ger. str.	—	W. von Senden	MELCHERS & Co.	On 25th Nov. at 4 P.M.
CHEFOO & NEWCHWANG	TIENHONG	Dan. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	About 18th inst.
CHINKIANG	KWEIYANG	Brit. str.	1 m.	F. Mooney	JARDINE, MATHESON & Co. Ltd.	Quick despatch.
SHANGHAI	FOOCHOW	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	On 22nd inst. at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	CHOWSANG	Brit. str.	—	Spencer Wilde	BUTTERFIELD & SWIRE	On 19th inst. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	ROBERT MARU	Jap. str.	—	T. Sanga	JARDINE, MATHESON & Co. Ltd.	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SYTHONIA	Ger. str.	k.w.	Bremer	OSAKA SHOSHEN KAISHA	On 18th inst. at 9 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ARCTIA	Brit. str.	—	A. L. Valentini	HAMBURG-AMERIKA LINIE	About 18th inst.
SHANGHAI, YOKOHAMA & KOBE	PRINZ LUDWIG	Ger. str.	—	C. Binner	HAMBURG-AMERIKA LINIE	About 27th inst.
SHANGHAI, KOBE & YOKOHAMA	PALEMO	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On 2nd November.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CANTON	Swed. str.	—	Ballo	MELCHERS & Co.	Middle of November.
SHANGHAI, YOKOHAMA & KOBE	SILEZIA	Ger. str.	k.w.	D. C. Gregor, R.N.R.	MELCHERS & Co.	On 18th inst. at 9 A.M.
SHANGHAI, YOKOHAMA & KOBE	STRIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
SWATOW, AMOY & FOCHOW	HAUTUM	Dan. str.	—	A. J. Robson	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
SWATOW & TIENSIN	KIUKIANG	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
SWATOW, NINGPO & SHANGHAI	IKON	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
SWATOW & SHANGHAI	KIUKIANG	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 29th inst. at 9 A.M.
SWATOW via SWATOW & AMOY	SHAOHONG	Brit. str.	—	H. S. Smith	OSAKA SHOSHEN KAISHA	On 20th inst. at 9 A.M.
HOIHOW & HAIPHONG	JOHNN MARU	Jap. str.	—	Imbison	BUTTERFIELD & SWIRE	On 19th inst. at 4 P.M.
MANILA	CHINLI	Brit. str.	1 m.	T. Mayrick	JARDINE, MATHESON & Co. Ltd.	On 18th inst. at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	A. W. Outerbridge	JARDINE, MATHESON & Co. Ltd.	On 18th inst.
MANILA	TAMING	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 26th inst.
CEBU & ILOILO	RUBI	Brit. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	On 15th inst. at 4 P.M.
KUDAT & SANDAKAN	KAIYONG	Brit. str.	1 m.	F. Sembl	MELCHERS & Co.	Beginning of November.
SINGAPORE & BOMBAY	BOBRO	Ger. str.	—	M. Ticao	SANDER, WIELER & Co.	On 18th inst.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Am. str.	—	Bradley	JARDINE, MATHESON & Co. Ltd.	On 19th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co. Ltd.	On 24th inst. at Noon.
JAVA PORTS	KUMANG	Brit. str.	—	de Brouwers	JAVA-CHINA-JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	About 22nd inst.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI "CHOYSANG" Thursday, 17th Oct., 4 P.M.

FOR MANILA "YUENSANG" Friday, 18th Oct., 4 P.M.

SINGAPORE, PENANG & CALCUTTA "KUTSANG" Saturday, 19th Oct., Noon.

TIENSIN "CHIPSANG" Tuesday, 22nd Oct., 4 P.M.

SINGAPORE, PENANG & CALCUTTA "KUMSANG" Thursday, 24th Oct., Noon.

MANILA "LOONGSANG" Friday, 25th Oct., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.

Penang " 85. " 120.

Calcutta " 165. " 250.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.

Hongkong, 16th October, 1907. 18

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

MARSEILLES, HAVRE and "INDIAN" On 24th October.

COPENHAGEN "CANON" End of October.

SHANGHAI, YOKOHAMA and "SIAM" Middle of November.

Kobe "SIAM" Middle of November.

SHANGHAI, YOKOHAMA and Kobe "SIAM" Middle of November.

For Further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 5th October, 1907. 9

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Portico Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE.

ZAFIRO 2540 A. Fraser Manila On 18th October.

RUBI 2540 R. W. Almond Manila On 26th October.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 12th October, 1907. 15

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "OCEAN MONARCH" On 2nd November.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 14th September, 1907. 16

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers Tons Captain Sailing Date.

KUMERIC 6,232 D. Baird On 25th October.

SHAWMUT 9,066 E. V. Roberts On 6th November.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 4th October, 1907. 7

## HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "BREMANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD. HOMEWARD.

FOR SHANGHAI, KOBE, YOKOHAMA. FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

SILEZIA 2nd November \* HOHENSTAUFEN 20th October

SCANDIA 2nd December SILEZIA 11th December

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD: SITRONIA FOR SHANGHAI, KOBE & YOKOHAMA 21st Oct.

SILEZIA FOR SHANGHAI, KOBE & YOKOHAMA 2nd Nov.

DORTMUND FOR SHANGHAI, KOBE & YOKOHAMA 20th Nov.

SCANDIA FOR SHANGHAI, KOBE & YOKOHAMA 2nd Dec.

C. F. LAEISZ FOR SHANGHAI, KOBE & YOKOHAMA 14th Dec.

NEXT SAILINGS HOMEWARD: VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OROBO, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Aden and Persian Gulf Ports.

BELOARIVA HAVRE & HAMBURG 19th Oct.

SUEVIA DUNKERK, BREMEN & HAMBURG 24th Oct.

HOHENSTAUFEN HAVRE & HAMBURG 30th Oct.

BRISAVIA HAVRE & HAMBURG 26th Nov.

\* SILEZIA HAVRE & HAMBURG 11th Dec.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabin midship. Lighted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board.

12

## VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.

"OCEANA," Captain W. Hayward, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 19th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "BRITANNIA," 6,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	About 18th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	OCEANA	Noon, 19th Oct.	See Special Advertisement.
LONDON and ANTWERP	MANILA	About 23rd Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALERMO and YOKOHAMA	SYRIA	About 27th Oct.	Freight only.
SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	SYRIA	About 10th Nov.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 14th October, 1907.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and TIENTSIN	KUEICHOV	On 18th Oct., 4 P.M.
SWATOW NINGPO, and SHANGHAI	KIUKIANG	On 18th Oct., 4 P.M.
CEBU and LILLO	KAIFONG	On 18th Oct., 4 P.M.
HOIHOW and HAIPHONG	CHILU	On 19th Oct., 4 P.M.
CHINKIANG	CHILU	On 19th Oct., 4 P.M.
CHEFOO and NEWCHOWANG	KWEIYANG	On 19th Oct., 4 P.M.
MANILA	TAMING	On 22nd Oct., 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 24th Oct., 4 P.M.
SWATOW and SHANGHAI	SHAOHSING	On 29th Oct., 4 P.M.
KOBE	TSINAN	On 29th Oct., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified purser on board.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—  
Hongkong, 16th October, 1907.BUTTERFIELD & SWIRE,  
AGENTS

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY AND POOCHOW	"SOSHU MARU" Capt. T. SURUGA	FRIDAY, Oct. 18th at 9 A.M.
TAMUI VIA SWATOW, AMOY AND AMOY	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 20th Oct., at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th October, 1907.

T. ARIMA, Manager.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE." Sailing 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

IS DATES HONGKONG to VANCOUVER.

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE"	6,183	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF JAPAN"	6,930	THURSDAY, 21st Nov.	9th Dec.
"EMPERESS OF CHINA"	6,900	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	5,900	THURSDAY, 16th Jan.	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon. The quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York \$71.10  
Intermediate on Steamers ..... 240. " 242.  
and 1st Class Railways .....

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Alaska Pier.

# NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. SENDBEN	About Friday, 18th October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. v. BINZER	About Tuesday, 22nd October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. RUD. MEYER	Wed. day, 23rd Oct., at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. SENDBEN	Thursday, 7th Nov., at Noon.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBIL	Beginning of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th October, 1907.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXP. ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIKINI	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIPANAS	JAVA	First half of Nov.	JAVA PORTS	First half of Nov.
TJILIWONG	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJULATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.  
Telephone No. 875.York Buildings, 1st Floor,  
Hongkong, 3rd October, 1907.

# PASSENGER SEASON 1908.

# IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

	Tons Reg.	ON	DATE
"BUELOW" Capt. FORMES	8,000	ON	MARCH 11th.
"PRINZ LUDWIG" Capt. von BINZER	9,630	ON	MARCH 25th.
"PRINZESS ALICE" Capt. POLACK	10,911	ON	APRIL 8th.

CALLING AT NAPLES, GENOA, GIBRALTAR and SOUTHAMPTON to  
LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELOHERS &amp; CO.,

General Agents. 1365.

Hongkong, 19th August, 1907.

# REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong 9.30 P.M. (SATURDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs E. Paquet & Co. For further particulars, please apply to BARRETT & CO., Agents. 1492

Hongkong, 27th September, 1907.

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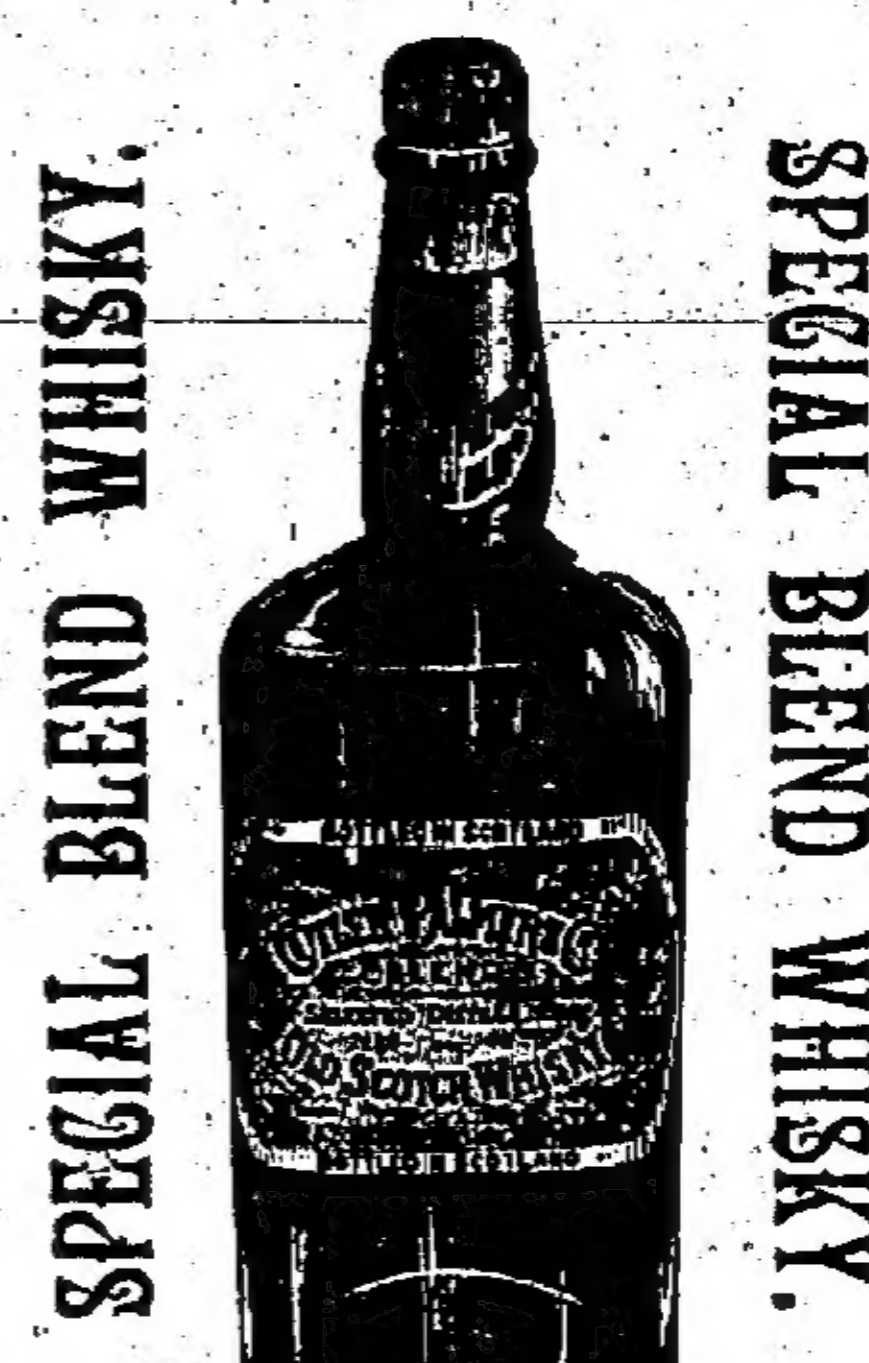
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# Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.  
SHIPPERS  
Cutler, Palmer & Co., London.

AGENTS  
SIEMSEN & CO.  
HONGKONG

ON SALE.

BOUND VOLUMES OF THE HONGKONG  
WEEKLY PRESS. January to June  
1907. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS"  
Office.

Hongkong 26th July 1907.

MEN-OF-WAR ON THE CHINA AND  
JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I. Austrian, 1,300.

Capt. Ferdinand Bublly, Northern Waters.

FRANCE.

Allouette, river gunboat, Lieut. Millet, Cochinchina.

Argus, gunboat, 123 tons, guns, 500 h.p., Lieut. Jammal, Canton.

Caronde, gunboat, Lieut. Kerschel, Saigon.

Coronide, gunboat 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Eost, Haiphong.

D'Entrecasteur, French cruiser, 8,000, Capt. Tracau, Shanghai.

Eatuegeon, submarine, Saigon.

Henri Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, river gunboat, Lieut. La Corolle, Annam-Tonkin, reserve.

Javelier, destroyer, 320 tons, 7 guns, 300 h.p., Lieut. Eagen, Yunnan, Saigon.

Kersaint, gunboat 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon.

Lynx, submarine, Lieut. Armbruster, Saigon.

Montana, cruiser (Flagship of Vice-Admiral Bichard, Commander in Chief), 9700 tons, 13 guns, 1,600 h.p., Capt. Martel.

Monquai, destroyer, Lieut. Duchemin, Baie d'Along.

Olyx, gunboat, Lieut. Grollier, Yangtze.

Perle, gunboat, Lieut. Marchand, Tongkai.

Petit, destroyer, Lieut. de Reinach, Werthe, Haie d'Along.

Proton, submarine, Lieut. Glorieux, Saigon.

Rapier, destroyer, 330 tons, Lieut. Vincent de Brichignac, Saigon.

Redoubtable, battleship, (in reserve) 9347 tons, 8 guns, 671 h.p., Rear Admiral de Marolles, Saigon.

Subr, destroyer, 330 tons, Lieut. Mallier, Styx, armoured gunboat, 1798 tons, 10 guns, 1700 h.p., Dne, Saigon.

Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong.

Takling, gunboat, Yangtze.

Takong, destroyer, Com. Terquem, Saigon.

Vauban, torpedo-depot (reserve), 6150 tons, 23 guns, 4500 h.p., Haie d'Along.

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Braganca, Canton.

ITALIAN.

Furor, battleship, (flagship), 11,000 tons, 36 guns, 14,000 h.p., Rear-Admiral Brusing, Tientsin.

Ilia, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Kuel.

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Klose, Yangtze.

Leipzig, cruiser, Commandant von Rothkerch, Pashoon.

Lucie, gunboat 850 tons, 10 guns, 1344 h.p., Commander Harlog.

Niobi, cruiser, Commandant Witzel.

Thetis, cruiser, 2650 tons, 24 guns, 8000 h.p., Captain Glazel.

Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander V. Abeken.

Tsingtau, gunboat, 170 tons, 5 guns, 1300 h.p., Lieut. Brohm.

Vaterland, gunboat—tons, 3 guns, 500 h.p., Lieut. de Spessott.

Vesuvio, cruiser, 2,145 tons, Baron de Saint Pierre, Shanghai.

PORTUGUESE.

Rio Lima, cruiser, 120 tons, 7 guns, Maseo.

Arayat, gunboat, Ensign R. B. Riggs commanding, Cavite.

Bainbridge, torpedo-boat destroyer, 420 tons, Lt. C. H. Woodward commanding.

Barry, torpedo-boat destroyer, 420 tons, Lt. A. E. Watson commanding, Manila.

Callao, gunboat, 800 tons, Ensign Guy Whitlock commanding, Manila.

Chattanooga, cruiser, 3100 tons, Commander lex. Sharp, Yangtze.

Cincinnati, cruiser 3213 tons, Commander J. M. Robinson, Amoy.

Colebrook, armoured cruiser, 13,500 tons, Captain Sidney A. Staunton.

Concord, gunboat, Commander Boush, Manila.

Elcano, gunboat, 690 tons, Lt. Commander J. L. Jayas, Hongkong.

Galveston, cruiser, 3100 tons, Commander W. G. Cutler, Chiofo.

Helen, gunboat, 1397 tons, Commander J. C. Gilmore, Manila.

Maryland, armoured cruiser, 13,500 tons, Capt. John R. Ingersoll.

Monadnock, monitor, in reserve, Lt. Commander J. L. Purcell, Cavite.

Paragon, gunboat, 201 tons, Ensign A. B. Reed commanding, Cavite.

Pennsylvania, armoured cruiser, 13,500 tons, Capt. Thom s. McLean.

Quincy, gunboat, Lieut. E. L. Bisset, Manila.

Raleigh, cruiser, 3213 tons, Commander F. E. Fletcher, Manila.

Villaboa, gunboat, 247 tons, Ensign A. Andrews commanding, Manila.

West Virginia, armoured cruiser, (flagship of Rear Admiral Brownson), 13,500 tons, Capt. Convey H. Arnold.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905 ;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Bookellers.

# SHIPPING IN PORT.

